

Mails.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.
THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND THROUGH
AT YOKOHAMA AND SAN
FRANCISCO.

Proposed sailings from Hongkong.
City of Peking, Tuesday, Feb. 9.
China, Wednesday, Mar. 2.
The U. S. Mail Steamship CITY OF
PEKING will be despatched for
SAN FRANCISCO via YOKOHAMA, on
TUESDAY, the 9th February, at 1 p.m.,
taking Passengers and Freight for Japan,
the United States, and Europe.

RATES OF PASSAGE.
From Hongkong, First Class.
To San Francisco, Vancouver,
Victoria, Esquimaux, New
Westminster, Port Alberni,
and Seattle, Tacoma, Port
land, O. \$325.00
To Liverpool and London \$325.00
To Paris and Bremen \$343.00
To Havre and Hamburg \$355.00
Through Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic lines of Steamers.

**RATES OF PASSAGE TO OVERLAND
CITIES, FIRST CLASS.**

DESTINATION.	30 day Ticket.	Continental Ticket.
Kansas City, Mo., Omaha,	285.00	
St. Louis, Mo.	290.00	291.50
St. Paul, Minn., Minne-	292.90	
apolis, Minn.		
Chicago, Ill.	297.50	298.00
Milwaukee, Wis.	298.00	298.50
Cincinnati, Ohio.	302.50	303.00
Columbus, Ohio.	304.25	304.00
Detroit, Mich.	304.95	305.00
Cleveland, Ohio.	306.50	306.00
Toronto, Canada.	309.95	307.45
Pittsburg, N.Y.	310.25	307.00
Niagara Falls, N.Y., Buf.	311.00	308.50
John, N.Y.		
Washington, D.C., Balti-	317.90	311.75
more, Md.		
Montreal, Canada.	319.75	313.00
Philadelphia, Penn.	319.75	312.50
New York.	319.75	312.00
Boston, Mass.	321.15	317.00
Portland, Maine.	327.25	317.00

All the above Rates are in Mexican
Dollars.
Special rates (first class only) are granted
to Missionaries, members of the Navy,
Military, Diplomats, and to Servants,
to European officials in service of China
and Japan, and to Government officials and
their families.

Passengers by this line have the option
of proceeding Overland by the Southern
Pacific and connecting Lines, Central Pac-
fic, Northern Pacific or Canadian Pacific
railways.

Return Tickets.—First Class.—Prepaid
return tickets to San Francisco will be
issued at following rates:

4 months \$337.50
12 months \$393.75
Time is reckoned from date of issue to
date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10% from Return
fare. This allowance does not apply to
through fares from China and Japan to
Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States, via
Overland Railway, to Havana, Mexico,
and Demerara, and to ports in Malaya,
Central and South America, by the Com-
pany's and connecting Steamers.

Freight will be received on board until 4
p.m. the day previous to sailing. Parcel
Packages will be received at the office until
5 p.m. same day. All Parcel Packages
should be marked to address in full; value
of same is required.

Consular Invoices to accompany Cargo
destined to points beyond San Francisco
in the United States, should be sent to the
Company's Office in sealed Envelopes,
addressed to the Collector of Customs at San
Francisco.

For further information as to Freight
and Freight, apply to the General Agent,
Company, No. 75, Queen's Road Central,
J. S. VAN BUREN,
Agent.

Hongkong, January 23, 1892.

NOTICE.

COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, FONDOLIBERY,

MADRAS, CALCUTTA, ADEN, SUZ,

PORT SAID,

MEDITERRANEAN AND

BLACK SEA PORTS, ALEXANDRIA,

MARSEILLES, AND PORTS

OF BRAZIL, AND LA PLATA.

LONDON, HAVRE AND BORDEAUX.

ON WEDNESDAY, the 10th February,

1892, at Noon, the Company's S.S.

SYDNEY, Commanded by Captain

with MALES, PASSENGERS, SPECIE,

and CARGO, will leave this Port for the

above places.

Cargo and Specie will be registered for

London as well as for Havre, and will be

accepted in transit through Marseilles for the

principal places of Europe.

Shipping Orders will be granted till

Noon.

Cargo will be received on board until 4

p.m. Specie and Parcel until 3 p.m. on

the 9th February, 1892. (Parcels are not

to be sent on board; they must be left at

the Agency's Office.)

Comments and value of Packages are re-

quired.

For further particulars, apply at the

Company's Office.

G. DE CHAMPAUX,
Agent.

Hongkong, January 26, 1892.

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be responsible for any
Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour:

ABON, Norwegian brig, Capt. A. Christ-

ensen.—Kong Wing Tai.

STANFIELD, Brit. barque, Capt. J. Clark.

Widley & Co.

Taylor, British steamer, Capt. Waring.

Dodwell, Carill & Co.

Tongareva, British ste., Capt. Burwick.

Dodwell, Carill & Co.

Entertainments.

WOODYEAR'S ROYAL

AUSTRALIAN CIRCUS.



THE FAVOURITE EVENING RESORT.

TO-NIGHT! TO-NIGHT!!

SECOND GRAND CHANGE OF

PROGRAMME.

Our last Programme Good, This One Better.

The General Verdict of the Public is that

this Circus is the most pleasing and refined

that has ever visited the Far East.

TWO PERFORMANCES DAILY.

Afternoon, doors open 2 p.m., commencing 3 p.m.

Evening, doors open 8 p.m., commencing 9 p.m.

N.B.—All Orphans and Inmates of Char-

itable Institutions admitted free on WED-

NESDAY & SATURDAY AFTERNOONS.

To be produced shortly. Scenes from

"THE WILD WEST."

Prices of Admission.

Boxes of 6 Chairs \$9.00

Single Chair in Box 1.00

Dress Circle Chairs 1.00

Stalls, Carpeted Seats .50

Children under 10 and Soldiers and

Sailors in uniform to sit 20 cents. Half

price to all other parts except the boxes.

LOOK OUT FOR PROF. VALAZIE'S

DROP FROM THE CLOUDS.

MADAME WOODYEAR, Proprietress.

VICTOR VALAZIE, Business Manager.

S. REICH, General Agent.

Hongkong, February 6, 1892.

INSURANCES.

THE NORTH GERMAN FIRE INSUR-

ANCE COMPANY OF HAMBURG.

THE Undersigned having been appointed

Agents for the above Company, are

prepared to GRANT INSURANCES to the

extent of \$1,000,000 on First-class Risks at

current rates.

DUNN, MELBYE & Co.

Hongkong, September 19, 1891.

NOTICES TO CONSIGNEES.

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND

SINGAPORE.

THE Company's S.S. KUTANG, having

arrived from the above Ports, Con-

signees of Cargo are hereby informed

that their Goods will be delivered from

Godown at Kowloon.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, February 2, 1892.

FROM HAMBURG, PENANG AND

SINGAPORE.

THE S.S. AGORA, Captain CHRISTENSEN,

having arrived from the above Ports,

Consignees of Cargo are hereby requested

to send in their Bills of Lading for counter-

signature by the Undersigned, and to take

immediate delivery of their Goods from

Godown at Kowloon.

Any Cargo impeding the discharge or remain-

ing on board after the 4th Instant will be

landed at Consignees' risk and expense into

Godown at Kowloon.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, February 2, 1892.

UNION LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP TORINGTON,

FROM MIDDLEBORO, HAMBURG,

SINGAPORE AND TONKIN.

CONSIGNEES of Cargo are hereby in-

formed that all Goods are being landed

at their risk into the Godowns of the

HONGKONG & KOWLOON WHARF & GODOWN CO.,

Conservators at Kowloon, whence further

transit to the Wharves delivery may be obtained.

No Claims will be admitted after the

Goods have left the Godowns, and all Goods

remaining undelivered after the 9th Inst.

will be subject to rent.

All Claims against the Steamer must be

presented to the Undersigned on or before

the 9th Instant, or they will not be re-

ceived.

All broken, chafed, and damaged Goods

must be left in the Godowns, where they

will be examined on the 9th Instant, at

8 p.m.

Consignees will please take notice that

before delivery of the Cargo can be obtained

they must sign the Average Bond which is

lying at the Office of the Undersigned.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL, CARILL & Co.,

Agents.

Hongkong, February 3, 1892.

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NOTICES TO CONSIGNEES.

THE CHINA MUTUAL STEAM

NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL

AND SINGAPORE.

THE Company's S.S. OCEAN, having

arrived from the above Ports, Con-

signees of Cargo are hereby in-

formed that their Goods are being landed

at their risk into the Godowns of the

HONGKONG & KOWLOON WHARF & GODOWN CO.,

Conservators at Kowloon, whence further

transit to the Wharves delivery may be obtained.

No Claims will be admitted after the

Goods have left the Godowns, and all Goods

remaining undelivered after the 9th Inst.

will be subject to rent.

Optional Cargo will be forwarded un-

less notice to the contrary be given before

Noon TO-DAY.

Bills of Lading will be countersigned by

ARNOLD, KARRER & Co.,

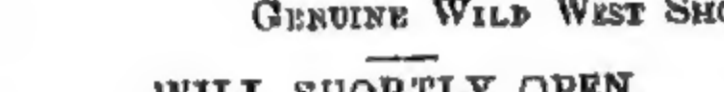
Agents.

Hongkong, February 1, 1892.

To-day's Advertisements.

HARMSTON & SONS.

COW-BOY SPORTS.



GRAND LONDON OLYMPIA,

ROMAN HIPPODROME,

and

GENUINE WILD WEST SHOW.

WILL SHORTLY OPEN.

A CHALLENGE. A CHALLENGE.

To whom it may Concern.

\$1,000 to any artist (Bar GIBARTO

HARMSTON) who can out-horsekick

turn a forward Somersault (re-

member) to feet.

(ORDINARY CIRCUS PERFORMERS

HAD BETTER NOT ATTEMPT IT.)

MIDLE LE BLONDE—\$1,000 may this

article stands without a rival.

GEORGE HARMSTON

The Champion of Champions.

To offer to wager again this article would

be superfluous.

\$1,000 any ARTIST CHARLIE, KING

OF THE LASSO, is the only ex-

ponent of the Wild West in

the Far East.

JUAN CATA-TO, Indian Chief, the only

truly Spoken of the American

Aboriginal ever brought to

the Eastern Continent.

OUR AMERICAN BUCKING

BROCHOS.

Worth the admission money to see perform.

CHARLEY THE GROTESQUE

(not an ordinary talking clown).

WE KNOW THE PUBLIC ARE WAIT-

ING FOR A BIG SHOW.

ROBERT LOVE,

Business Manager.

Hongkong, February 6, 1892.

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

The Co.'s Steamship

"Hobart," Captain ROBERT, will be

despatched for the above

Ports on TUESDAY, the 9th Instant, at

Daylight.

For Freight or Passage, apply to

But now here's the story of the ghost of the 25th that sticks on the Professor, and on the 26th of every month, as sure as clockwork, that ghost comes hanging round me about 10 o'clock. And the language it uses is something awful. I tell him that I'm a student of the 25th. Once I threw my best at him and I went through him. Then he tried to throw it back, but he couldn't. You see it was cold and his fingers weren't. Well, that sort of thing has gone on for years now, and wherever I go that ghost haunts me on the 26th.

How do I explain it? I can't. All I know is, old Tibbs seemed alive—more his arms and so on, but his eyes stared at them seemed to be no life in him. That's

EXPORT CARGOES.

[illegible]

	Quotations.	
	HONGKONG, Feb. 6, 1897.	
OPUM—	New Katze, cash... .. 305 1/2	
" "	Old " cash... .. 310	
" "	New Bonares, cash... .. 310	
" "	Old " cash... .. 310	
" "	New Malwa credit, 500 500	
" "	Allowance, Cuttiss, 15/4 15/4	
" "	Old Malwa, credit, 510/50 510/50	
" "	Allowance, Cuttiss, 25/5 25/5	
" "	Pernian, Old cash, 250/520 250/520	
" "	Allowance, Cuttiss, 4/7 4/7	
" "	Pernian, Exported, 250/320 250/320	
" "	Allowance, Cuttiss, 4/8 4/8	
	Exchange.	
	HONGKONG, February 6.	
On London—		
Bank, Wire, 2/11	
" On demand, 2/11	
" 30 days' sight, 2/11	
" 4 months sight, 2/11	
Oredit, 4 " 2/11	
Documentary, 4 month sight, 2/11	
On Paris—		
On demand, 3/7	
Credit, 4 months sight, 3/8	
On Berlin—		
On demand, 3/6	
On New York—		
On demand, 75	
Credit, 60 days sight, 75 1/2	
On Bombay—		
Wire, 210 1/2	
On demand, 230	
On Calcutta—		
Wire, 214 1/2	
On demand, 230	
On Shanghai—		
On demand, 75	
30 days' sight, telegraphic transfer, 75 1/2	
(Gold Lion 100 fine per unit) 200		
Sovereign (Bank's exchange rate) 4/6		
	Temperatures.	
	(Taken at Messrs Falconer & Co.'s Premises, Queen's Road.)	
RADIOMETER—	9 A.M.... .. 30.23	
" Do.	1 P.M.... .. 30.10	
Thermometer—	9 A.M.... .. 86	
" Do.	1 P.M.... .. 86	
" Do.	4 P.M.... .. 85	
" (Wet bulb) 9 A.M.	75	
" Do.	1 P.M.	76
" Do.	4 P.M.	68
" Do.	Marine 68	
" Do. Midgum over night	53	

MULLINS, THE AGRICULTURIST.

His name was William Mullins, and
He had a certain way.
Of turning his potatoes up
At everything you'd say.
"Well, now, how do you know?" said he;
"I'm a farmer, now, how do you know?"
The way it came to the argument
It wasn't by no means slow.

You might be talking about it
With folks at the door.
On war or politics and such,
And he'd be at the door.
"Providence that things was so,
When Mullins would stick his long nose in.
With a 'Humph, now, how do you know?'"

I seen that Mullins at the church,
And take a lesson in
And turn his nose up in a sneer,
At both and none and all.
With no regard for time or place
Or reason of endless war,
He'd sit and bust the whole thing up
With a 'Humph, now, how do you know?'"

He cut his grass shorter 'till it raised,
He shocked his wheat up green;
He cut his corn behind the front,
His horse was a bit lean;
He built his stable the big end up,
His corn was a bit down;
"Crooked as Mullins's righted nose"
Was a proverb in our town.

The older he got the wiser he grew,
And cooked his food by day;
The quiet side of his head was a clock,
His toes turned out each way;
His boots and shoes were both of them left,
The rheumatism twined so;
But if you said he'd look well
He'd growl, "Now, how do you know?"

And that damned old dog to his death—
He was on the threshold track,
Crossin' a bridge; I heard the train
And yelled, "Mullins, come back."
The train is around the curve in sight,
Says he: "Humph, how do you know?"
I helped to gather him up in a pair—
The engine entered him so.

I think it's best to have more faith
In every-day concerns,
And not to allow a single moment
To get behind the return.
A plain statement will do for me,
A hint instead of a blow.
A common-sense man will fetch out facts,
But it's rather late to know.
—Chicago News.

THE LARGEST SHIPS AFOAT.

The French five-masted *France* is the largest sailing ship afloat. She was launched in September 1890, from the yard of Messrs. D. W. Henderson at Portland, for Bordeaux at 215, and her dimensions are as follows: Length 361 feet, breadth 49 feet, depth 33 feet. Her net register tonnage is 3,234, with a sail area of 19,000 square feet; not long since she carried an enormous cargo of 5,000 tons of coal on her maiden passage from Barry to Rio de Janeiro. The largest British ship is the *Lancaster*, of 3,850 tons, built of iron by Messrs. Russell & Co., on the Clyde. She is 383 feet long, 43 feet broad, and 28 feet deep. Her four masts are each square-rigged, but she is far from clumsy, and is easily handled, and has run fourteen knots an hour for a whole day. Next in size is the *Polygraph* of 3,075 tons. The United States ship *Albatross*, of Bath, Maine, built by Messrs. Sewal & Co. of that port, is the largest wooden vessel in existence. She is 3,255 tons register, and will carry about 5,000 tons of heavy cargo. She has just left San Francisco, California, with 112,000 pounds of wheat, and is the largest grain cargo on record. Another wooden vessel, the *Rapahannock*, also built at Bath, Maine, is 3,065 tons register, cost 125,000 dollars, and 700 tons of Virginia coal, together with 1,200,000 feet of pine timber, were used in her construction. The largest British wooden ship is the *Three Brothers*, of 2,938 tons register, built at Boston, United States, in 1856. She is 323 feet long, 48 feet broad, and 31 feet deep.—*Chamber's Journal*.

A WOMAN never hits a man when she throws a missile at it; but, alas! a man is not a man.

Howlards' Macassar Oil preserves and strengthens the hair, prevents it falling out or turning gray, and is the best preparation for everybody's use, being not too greasy or too drying; also sold in a golden ointment for fair haired ladies and children; bottles 3s. 6d., 1s. 6d., 6d. Howlards' Exports is a pure and fragrant toilet powder, in three tins—white, rose, and orange; 1s. 6d., 6d., 3d. Ask any dealer in perfumery for Howlards' articles, of 20, Hatfield Court, London.

WRECKED ON THE GOODWIN.

ENASRUS DAWIN, grandfather of the famous Charles Darwin, the naturalist, inscribed upon his seal the significant words, "Opinio ex concilio"—all things arise from oysters. But from what do oysters arise? What is the origin of matter? Ah! nobody knows. Yet one thing is getting plainer every day. Let this man's story show.

He goes on to say: On the 17th of December, 1872, whilst acting as ship's carpenter on board the steamship *Sorvento*, I was wrecked on the Goodwin Sands. The shock to my system was so great as to produce an effect I never felt before. I fell into a low "weak state," and was seized with giddiness and a sinking, fainting feeling. I had a bad taste in the mouth, weight at the chest, and great pain after eating, and my face would burn like fire. I had difficulty in breathing and palpitation, and often a pain seemed to run from the heart through to my shoulder. I had a kind of rumbling all over me, and a choking sensation at the throat, with a rush of blood to the head.

"I slept very badly, and after a time I got so nervous and weak I was afraid to go about, and would sit in a chair quite powerless. I saw a doctor who treated me for a time, and then sent me to a hospital in Rattlebone Place, London, where I was under treatment for three months, but got no better. I then put myself under a local doctor, who said I was suffering from nervous debility. He patched me up for a little while, but said to my wife, 'Your husband is in a critical condition, and may die at any time.'

"However, I got to work for a short time, and then was as bad as ever. I lingered on in this way for years—now a little better, now worse, but never well.

"About 1880, whilst working at Messrs Westwood and Dalry's, Millwall

a mate who saw my sufferings told me of a medicine called Mother Seigel's Curative Syrup, and he brought me a bottle. After taking the first bottle I found my food agreed with me, and I began to improve. All nervous feeling gradually left me, and by persevering with the medicine I was soon cured. From that time to this I have been a strong man, and done harder work than ever in my life before. I have since kept Mother Seigel's Syrup in the house, and my wife, who was a great sufferer from rheumatism and dropsy,

has found more relief from it than from anything else. If any of my family ever feel anything, how does such set them right?"

The statement from which the foregoing is an extract was made by Mr. William Hill, ship's carpenter, 105, St. Anne's Road, London, E.

Now, what is the thing which we said is getting plainer every day? Why this: that almost an infinite number of different results arise from a single cause. Like the majority of people in all ranks of life, Mr. Hill had in his

digestive organs the seed—or what women, when they buy dress goods, call "the making"—of dyspepsia. Up to the winter of 1872, it may not have troubled him much, but the excitement and exposure of the shipwreck was more than the system could bear. We must remember, too, that all shocks to the mind or body, or to both, act directly on the stomach. Who can eat when under the influence of a great worry or a great sorrow? And if this worry or sorrow continues long, it always upsets the digestion, permanently impairs or

destroys the appetite, and thus brings on an apparently incurable dyspepsia and nervous debility. Why, precious goodness, there are millions of women, and lots of men, wravelling about under this thing in England every day in the year. And it is to them we are talking. They are half dead, and we want them to come to life, and get some good out of their existence. Whatever the ailment is called, you may be sure indigestion and dyspepsia is at the bottom of it, as in Mr. Hill's case, and what cured him will cure you.

SHARE LIST—QUOTATIONS.

Hongkong, Saturday, 4 p.m. 6th February, 1892.

STOCKS.	Capital.	No. of Shares.	Paid-up.	Reserve & Working Account.	Last Dividend and when paid.	Closing Quotations.
Banks.						
Hongkong & Shanghai Banking Corporation	\$ 10,000,000	80,000	\$ 125	6,300,000	30¢ for 4-year ending 30/6/91, Aug. 24, 91	104 1/2 prem., sellers
Bank of China, Japan & Straits	\$ 1,000,000	100,000	25	100,000	47¢ per share, Feb. 14, 91	\$12, sellers
Do. New Issue	\$ 1,000,000	100,000	25	2,111.15		\$12, sellers
Do. Founders		1,250	25		24 February 14, 91	235
National Bank of China, Ltd.	\$ 1,000,000	100,000	25	First year.		407 1/2 = \$16.15, buyers
Do. Do. (Founders)		1,250	25			\$20, sellers
Marine Insurance.						
Union Insurance Society of Canton, Limited	\$ 2,500,000	10,000	\$ 25	800,000	26 per cent. for 1890, Oct. 12, 91	\$91, sales
China Traders' Insurance Co., Ltd.	\$ 2,000,000	20,000	\$ 25	700,000	18 per cent. for year ending 31/4/90, Sept. 18, 91	\$61, sales
North China Insurance Co., Ltd.	\$ 1,000,000	10,000	\$ 25	320,000	10 per cent. for 1889	Tk. 250, sellers
Yantai Insurance Association, Ltd.	\$ 800,000	8,000	\$ 100	405,131.40	\$6 per share for 1889, March 12, 90	Tk. 73, buyers
Canton Insurance Office, Ltd.	\$ 2,500,000	10,000	\$ 25	551,107	10¢ div. of 10¢ for 1891, paid Jan. 4, 92	\$104, sales
Straits Insurance Co., Ltd.	\$ 3,000,000	30,000	\$ 25	116,615.09	3 per cent. for year ending 31/12/90, July 4, 91	\$14, sales and sellers
Fire Insurance.						
Hongkong Fire Insurance Co., Ltd.	\$ 2,000,000	8,000	\$ 25	1,068,000	\$18 per share for 1889, March 9, 91	\$315, sales
China Fire Insurance Co., Ltd.	\$ 2,000,000	20,000	\$ 25	285,007	30 per cent. for 1889, Feb. 28, 91	\$30, buyers
Straits Fire Insurance Co., Ltd.	\$ 2,000,000	20,000	\$ 25	231,875.04	\$2 per cent. for 1889, March 27, 91	\$17, buyers
Singapore Insurance Co., Ltd.	\$ 3,000,000	30,000	\$ 25	108,840.55		\$10, sellers
Shipping.						
Hongkong, Canton & Macao Steamboat Co., Limited	\$ 1,800,000	80,000	\$ 20	9,000	4 per cent. for 4-year ending 31/12/91, Feb. 1, 92	\$35, sellers
Indo-China Steam Navigation Co., Limited	\$ 1,200,000	60,000	\$ 10	201.83	2 1/2 per cent. for 1890, June 1, 91	26 1/2 discount, buyers
China & Manila S. S. Co., Ltd.	\$ 250,000	5,000	\$ 50	20,000	5 per cent. for year ending 30/6/91, Sept. 28, 91	\$38
Douglas Steamship Co., Ltd.	\$ 1,000,000	20,000	\$ 50	20,000	10¢ div. of 2 1/2 per cent. for 6 months to 30/6/91, October 14 and 24, 1891	\$14, sellers
China Shippers Mutual S. S. Co., Ltd.	\$ 242,000	12,100	\$ 15	2,384.17	3 per cent. for 4-year ending 30/6/91, Sept. 1, 91	\$175, sellers
Do. Do. new issue	\$ 120,000	6,000	\$ 10	1,840.46	\$8 per share for 1890-March 28, 91	\$36, buyers
Steam Launch Company, Ltd.	\$ 100,000	2,000	\$ 30	1,278.68		\$2
Refineries.						
China Sugar Refining Co., Ltd.	\$ 1,500,000	15,000	\$ 100	none		\$30, sales
Luzon Sugar Refining Co., Ltd.	\$ 700,000	7,000	\$ 100	none		40 cents, sellers
Mining.						
Panama Canal Navigation Co., Ltd.	\$ 600,000	60,000	\$ 10	none		\$1, sellers
Soleid Franchise des Charbonnages du Tonkin	\$ 4,000,000	8,000	\$ 500	\$55,815.15		70 cents
Selama Tin Mining Company, Limited	\$ 125,000	12,500	\$ 10	none		\$4 1/2, buyers
Imaris Mines, Limited	\$ 200,000	20,000	\$ 10	none		70 cents
Balmoral Gold Mining Co., Ltd.	\$ 180,000	18,000	\$ 10	none		\$4 1/2, buyers
Jelebu Mining & Trading Co., Ltd.	\$ 225,000	45,000	\$ 5	none		70 cents, sellers
Raub Australian Syndicate, Ltd.	\$ 1,000,000	100,000	\$ 10	none		30 1/2 disc., sellers
Société Française des Houilles de Tonkin	\$ 4,000,000	4,000	\$ 100	\$38,698.4		\$10, nominal
Docks, Wharves & Godowns.						
Hongkong & Kowloon Dock Co., Ltd.	\$ 1,500,000	15,000	\$ 100	none		\$10, nominal
Hongkong & Kowloon Wharf & Godown Co., Limited	\$ 1,000,000	10,000	\$ 50	none		\$10, nominal
Wharfedale Warehouse & Storage Co., Limited	\$ 250,000	2,500	\$ 100	none		\$10, nominal
Land, Hotels & Buildings.						
Hongkong Land Investment & Agency Company, Ltd.	\$ 5,000,000	40,000	\$ 125	1,374.17		\$10, nominal
Kowloon Land and Building Company, Ltd.	\$ 300,000	6,000	\$ 50	none		\$10, nominal
West Point Building Co., Ltd.	\$ 625,000	12,500	\$ 50	none		\$10, nominal
Hongkong Hotel Co., Limited.						
Do. New Issue	\$ 300,000	6,000	\$ 50	none		\$10, nominal
Austin Arms Hotel & Building Company, Limited	\$ 200,000	4,000	\$ 50	none		\$10, nominal
Humphreys Estate & Finance Company, Ltd.	\$ 100,000	1,000	\$ 100	none		\$10, nominal
Do. New Issue	\$ 100,000	1,000	\$ 100	none		\$10, nominal
Miscellaneous.						
Green Island Cement Company, Limited	\$ 1,000,000	20,000	\$ 50	none		\$10, nominal
China-Borneo Co., Ltd., in liq.	\$ 750,000	7,500	\$ 100	none		\$10, nominal
A. S. Watson & Co., Limited	\$ 500,000	5,000	\$ 100	none		\$10, nominal
Loans to Imperial Chinese Government.						
Chinese Imperial Govt. 5% Silver Loan 1884	\$ 4,000,000	40,000	\$ 100	none		\$10, nominal
H. G. Brown & Co., Limited	\$ 300,000	3,000	\$ 100	none		\$10, nominal
Hongkong Electric Co., Limited	\$ 300,000	30,000	\$ 10	none		\$10, nominal
Labuk Fluting Co., Limited	\$ 250,000	5,000	\$ 50	none		\$10, nominal
Hongkong & China Cold Storage Co., Limited	\$ 40,000	4,000	\$ 100	none		\$10, nominal
E. K. Rept. Manufactory Co., Ltd.	\$ 160,000	3,000	\$ 50	none		\$10, nominal
Geo. Fenwick & Co., Limited	\$ 150,000	5,000	\$ 30	none		\$10, nominal
Hongkong Ice Co., Limited	\$ 125,000	5,000	\$ 25	none		\$10, nominal
Hongkong High Level Tramways Company, Limited	\$ 125,000	1,250	\$ 10	none		\$10, nominal
Hongkong Brick and Cement Company, Limited	\$ 100,000	4,000	\$ 25	none		\$10, nominal
Dairy Farm Co., Limited	\$ 100,000	10,000	\$ 10	none		\$10, nominal
Cratebank & Co., Limited	\$ 80,000	1,600	\$ 50	none		\$10, nominal
H'kong & China Bakery Co., Ltd.	\$ 90,000	900	\$ 100	none		\$10, nominal
Campbell, Moore & Co., Limited	\$ 12,000	1,200	\$ 10	none		\$10, nominal

Loans to Imperial Chinese Government.	Agents for the Loan.	Amount of Loan.	Par Value of Bonds.	Outstanding Bonds.	When Payable.	Closing Quotations.
Chinese Imperial Govt. 5% Silver Loan 1884	H. K. & S. H. Banking Co.	\$1,944,700 Hongkong Currency.	\$500 H'kong Currency.	679	15 Oct. each year until 1892	\$50 1/2, buyers
Chinese Imperial Govt. 7% Silver Loan 1886	Do.	Shanghai Tls. 70,200.	Shanghai Tls. 250.	2,916	31st Nov. and 30th Sept. each year until 31st Mar. 1897.	Tk. 27, buyers
Debentures.						
H. K. Hotel Co. 6% Mortgage Debentures 1889	Do.	outstanding \$100,000 less 10/10/89 \$10,000 = \$90,000 to be redeemed on 1/1/90	\$500	600	Half yearly, on 19th April and 19th October.	\$50, sales
Hongkong & Kowloon Wharf & Godown Co. 5 1/2% Debentures of 1891	Do.	\$100,000 less 10/10/91 \$10,000 = \$90,000 to be redeemed on 1/1/92	\$250	2,000	Half yearly, on 1st April and 1st October.	\$250, sellers
China Merchants S. S. Co. 7% Mortgage Debentures	Do.	\$200,000	\$100	1,380	Quarterly up to 1st Sept. 95	\$101
Société Française des Charbonnages du Tonkin 5% Debentures	The Company	\$500,000	\$100	6,000	1896 or earlier at option of Co. on 6 months' notice	\$100, sales
G. I. Cement Co. 8% Mortgage Debentures	Do.	\$50,000	\$100	All	30th June and 31st Dec.	\$100

(1) Equalization of Dividend Fund. (2) Depreciation and Insurance Fund. (3) Reserve and Depreciation Fund. (4) Fixed Reserve Fund.

STOKES & YOUNG, Stockbrokers.

Telegraphic Address: "MONTEVIDEO," Hongkong. (In L.L.C.C. Code.)

Intimations.

THE CHINA REVIEW.

PUBLISHED BI-MONTHLY.

THIS Review, which was intended to meet the wants of many students of Chinese history and literature, has been discontinued. The Review, which was intended to meet the wants of many students of Chinese history and literature, has been discontinued. The Review, which was intended to meet the wants of many students of Chinese history and literature, has been discontinued.

The Review department receives special attention, and endeavours to be made to present a careful and concise record of literature of China etc., and to give critiques embodying the latest views on the most recent works on such topics. Authors and Publishers are requested to send their works to the Editor, China Review, care of China Mail Office.

The Notes and Queries are still continued and form an important means of obtaining from and circulating among students knowledge on obscure points.

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ON SATURDAY the 13th day of February,
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with MAILS, PASSENGERS, CARGO,
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